

## REMARKS

In view of the above amendments and following remarks, reconsideration and further examination are requested.

The specification and abstract have been reviewed and revised to make editorial changes thereto and generally improve the form thereof, and a substitute specification and abstract are provided. No new matter has been added by the substitute specification and abstract.

The instant invention pertains to a corrugated fin and a method for manufacturing the corrugated fin, wherein the corrugated fin includes a first corrugated fin portion, a second corrugated fin portion, a first louver on the first corrugated fin portion and a second louver on the second corrugated fin portion. A fin width of the first corrugated fin portion and number of louver slats of the first louver are different than a fin width of the second corrugated fin portion and number of louver slats of the second louver, respectively. Such a corrugated fin is known in the art, but suffers from a drawback in that when the first corrugated fin portion is integrally formed with the second corrugated fin portion, because of the fin widths of these corrugated fin portions being different from one another, during a corrugating step bending of the fin portions results due to a difference of residual stresses generated during formation of the first and second louvers. Applicant has addressed and resolved this drawback by designing a unique corrugated fin and a method of its manufacture.

Specifically, in accordance with the inventive corrugated fin, **the fin width of the first corrugated fin portion is smaller than the fin width of the second corrugated fin portion, and a processed amount per unit width of the second louver is less than a processed amount per unit width of the first louver so as to balance residual stress between the first and second corrugated fin portions and thereby prevent bending of the corrugated fin in its entirety.**

The relationship of fin width of the first and second corrugated fin portions, combined with the relationship of the processed amount per unit width of the first and second louvers, allows for a substantial balancing of residential stress between the first and second corrugated fin portions resulting from a difference between the number of first louver slats and the number of second louver slats. Specifically, a degree of intensity of the residual stress becomes low, and a combination of the larger fin width and the louver having more louver slats with residual stress of small intensity can be substantially balanced with a combination of the smaller fin width and the louver having less louver

slats with residual stress of large intensity, thereby preventing bending of the corrugated fin in its entirety during a processing step thereafter.

Each of independent claims 10 and 18 is believed to adequately bring out this feature.

Claims 1-8 were rejected under 35 U.S.C. § 103(a) as being unpatentable over Nishishita in view of Martins, and claim 9 was rejected under 35 U.S.C. § 103(a) as being unpatentable over Nishishita in view of Martins and Ozaki et al. These rejections are respectfully traversed and the references relied upon are not applicable with regard to the newly added claims for the following reasons.

Nishishita discloses that two groups of louvers on fins are formed to have a difference at least in louver angle, slit length, the number of louver members or width, and a different louver opening direction. These differences are selected for satisfying requirements of different heat radiation degrees and airflow resistance. However, Nishishita fails to teach or suggest the claimed combination of fin widths and processed amounts for balancing residual stress of the first and second corrugated fin portions due to a difference between the number of first louver slats and the number of second louver slats. Thus, the corrugated fin of Nishishita cannot avoid a bending thereof, which requires a large amount of correction in a subsequent bending correction step, thereby resulting in large residual stress.

Specifically, nowhere does Nishishita disclose or suggest a corrugated fin having

a first corrugated fin portion having a first fin width...  
a second corrugated fin portion having a second fin  
width...with **said first fin width being less than said  
second fin width**...a first louver...a second louver...  
wherein **a processed amount per unit width of said  
second louver is less than a processed amount per  
unit width of said first louver so as to balance  
residual stress between said first and second  
corrugated fin portions** and thereby prevent bending of  
the corrugated fin in its entirety.

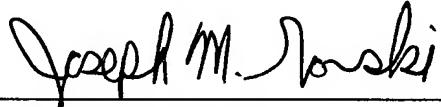
Martins et al. and Ozaki et al. do not resolve this deficiency of Nishishita, and accordingly, independent claims 10 and 18 are not obvious over the references relied upon by the Examiner, either taken alone or in combination. Thus, claims 10-29 are allowable.

In view of the above amendments and remarks, it is respectfully submitted that the present application is in condition for allowance and an early Notice of Allowance is earnestly solicited.

If after reviewing this Amendment, the Examiner believes that any issues remain which must be resolved before the application can be passed to issue, the Examiner is invited to contact the Applicant's undersigned representative by telephone to resolve such issues.

Respectfully submitted,

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## CORRUGATED FIN

### BACKGROUND OF THE INVENTION

#### 5 1. FIELD OF THE INVENTION

[0001] The present invention belongs to a technical field of a corrugated fin for composite heat exchangers.

#### 2. DESCRIPTION OF THE RELATED ART

10 [0002] ~~The~~ A conventional corrugated fin corresponds to required heat release amounts of respective heat exchangers by making ~~the~~ a fin width and ~~the~~ a number of louver slats different between a condenser side and a radiator side. (For example, refer to Japanese Patent Laid-open No. Hei 10-253276.)

[0003] Regarding composite heat exchangers used particularly for motor vehicles, there  
15 has been a demand to make thicknesses of ~~the~~ a condenser and ~~the~~ a radiator, which compose ~~the~~ a composite heat exchanger, different according to diversification of ~~the~~ size of cabin and diversification of required specification of cooling performance in an engine room. In this case, ~~the~~ a corrugated fin should be made to have a different fin width between the condenser side and the radiator side. However, the conventional corrugated fin ~~have~~ has such a problem in that,  
20 when the fin widths of the corrugated fin integrally formed with the corrugated fin of the composite heat exchanger are made different from each other, ~~the~~ an entire corrugated fin bend during a corrugating step due to a difference of residual stresses generated ~~in~~ during a louver processing step due to a difference of ~~the~~ number of louver slats is formed according to the fin width.

25

#### SUMMARY OF THE INVENTION

[0004] An object of the present invention is to provide a corrugated fin which integrally has two types of fin widths respectively made different corresponding to two types of heat exchangers, with the corrugated ~~fin~~ fin being capable of preventing bending of the ~~entire~~  
30 corrugated fin in its entirety during a corrugating step thereof due to a residual stress generated ~~in~~

during a louver processing step.

[0005] Another object of the present invention is to provide a manufacturing method of for a corrugated fin which integrally has two types of fin widths respectively made different corresponding to two types of heat exchangers, with the corrugated ~~fin~~ fin being capable of preventing bending of the ~~entire~~ corrugated fin in its entirety during a corrugating step thereof due to a residual stress generated ~~in~~ during a louver processing step.

[0006] In order to achieve the first object, the corrugated fin according to the present invention comprises: a first and second corrugated fin portions having different fin widths corresponding to two types of heat exchangers and integrally formed next to each other, with the fin width (LA) of the first corrugated fin portion being smaller than the fin width of the second corrugated fin portion; and a first and second louvers provided on each of the first and second corrugated fin portions to extend corresponding to the fin widths of the first and second corrugated fin portions, with the first and second louvers respectively having a plurality of louver slats inclined at a predetermined angle, with the louver slats respectively having a direction of inclination which is different between each of the first and second corrugated fin portions, and with a processed amount per unit width of the second louver being smaller than a processed amount per unit width of the first louver.

[0007] On the corrugated fin, ~~the~~ residual stress per unit width generated ~~in~~ during a louver processing step is reduced by making ~~the~~ a processed amount per unit width of the second louver on the second corrugated fin portion smaller than ~~the~~ a processed amount per unit width of the first louver on the first corrugated fin portion. Accordingly, a degree of intensity of the residual stress becomes low, and a combination of the larger fin width and the louver having ~~the~~ more louver slats with ~~the~~ residual stress of small intensity can be substantially balanced with a combination of the smaller fin width and the louver having ~~the~~ less louver slats with ~~the~~ residual stress of large intensity, thereby preventing ~~the~~ bending of the entire corrugated fin ~~in~~ during a processing step thereafter.

[0008] Thus, the two types of corrugated fin ~~portion~~ portions can be made to have different fin widths to thereby meet diversified demands for performance.

[0009] In the above corrugated fin, an inclination angle of the second louver on the second corrugated fin portion is preferably smaller than an inclination angle of the first louver on

the first corrugated fin portion so that the processed amount per unit width of the second louver becomes smaller than that of the first louver.

[0010] This results in that the combination of the larger fin width and the second louver having ~~the~~ more louver slats with the residual stress of small intensity can be substantially  
5 balanced with the combination of the smaller fin width and the first louver having ~~the~~ less louver slats with the residual stress of large intensity, thereby preventing ~~the~~ bending of the entire corrugated ~~fin~~ in fin during the processing step thereafter.

[0011] Since the second louver on the second corrugated fin portion has the smaller inclination angle, excellent cooling performance can be obtained due to smooth air flow, even  
10 though the louver has ~~the~~ a large number of louver slats.

[0012] Thus, the two types of corrugated fin portions can be made to have different fin widths to thereby meet ~~the~~ diversified demands for performance and improve heat exchange performance.

[0013] Further, in the above corrugated fin, a pitch between adjacent louver slats of the  
15 second louver formed on the second corrugated fin portion is preferably narrower than a pitch between ~~the~~ adjacent louver slats of the first louver formed on the first corrugated fin portion, so that the processed amount per unit width of the second louver becomes smaller than that of the first louver.

[0014] This results in that the combination of the larger fin width and the second louver  
20 having ~~the~~ more louver slats with the residual stress of small intensity can be substantially balanced with the combination of the smaller fin width and the first louver having ~~the~~ less louver slats with the residual stress of large intensity, thereby preventing ~~the~~ bending of the entire corrugated ~~fin~~ in fin during the processing step thereafter.

[0015] Further, in the above corrugated fin, the second louver of the second corrugated  
25 fin having the larger fin width has an increased heat release area to contact with ~~the~~ air flow, so that ~~the~~ excellent cooling performance can be obtained.

[0016] Thus, the two types of corrugated fin portions can be made to have different fin widths to thereby meet ~~the~~ diversified demands for performance and improve heat exchange performance.

[0017] Further, on the corrugated fin, the first corrugated fin portion is preferably for

- automotive condensers, and the second corrugated fin portion is preferably for automotive radiators.

[0018] This results in that ~~the~~ fin widths of ~~the~~ a condenser portion and ~~the~~ a radiator portion of the composite heat exchanger can correspond to respective demands for ~~the~~ cooling performance and to diversified motor vehicles while reducing ~~the~~ cost.

[0019] In order to achieve the second object, the manufacturing method of the corrugated ~~fin~~ fin according to the present invention comprises: a louver processing step to form a first and second louvers in such a manner that on each of a first and second corrugated fin portions ~~have~~ there are respectively different fin widths corresponding to two types of heat exchangers and integrally formed next to each other, with the fin width of the first corrugated fin portion being smaller than the fin width of the second corrugated fin portion, with the first and second louvers extending corresponding to the fin widths of the first and second corrugated fin portions and having a plurality of louver slats inclined at a predetermined angle respectively, with the louver slats respectively having a direction of inclination which is different between each of the first and second corrugated fin portions, and with a processed amount per unit width of the second corrugated fin portion ~~is~~ being smaller than a processed amount per unit width of the first corrugated fin portion; and a bend correcting step to correct, after the louver processing step, a bend of an entire body of the first and second corrugated fin portions by widening to a predetermined width a wave pitch inside a bending direction of the first and second corrugated fin portions which are formed entirely in a corrugated form

[0020] ~~In~~ During the manufacturing method of the corrugated fin, when two types of corrugated fin portions having different fin widths are corrugated to form the corrugated fin, ~~the~~ a bend of the corrugated fin is corrected by widening to the predetermined width the wave pitch inside the bending direction of the corrugated fin which ~~tend~~ tends to bend entirely when corrugated. Accordingly, ~~the~~ bends can be further corrected and minimized, and the two types of the corrugated fin portions can have different fin widths, thereby meeting ~~the~~ diversified demands for performance.

## BRIEF DESCRIPTION OF THE DRAWINGS

[0021] FIG. 1 is an explanatory view showing a part of a composite heat exchanger using

corrugated fins of a first embodiment;

[0022] FIG. 2 is an enlarged view of the corrugated fins of the first embodiment;

[0023] FIG. 3 is a schematic view showing a cross-section of the corrugated fins of the first embodiment;

5 [0024] FIG. 4 is an explanatory view showing a corrugated fin correcting device used for manufacturing the corrugated ~~fin~~ fins of the first embodiment;

[0025] FIG. 5 is a cross-sectional explanatory view of a corrugated fin of a second embodiment; and

[0026] ~~FIG. FIGS.~~ 6A and 6B are explanatory views of a manufacturing method ~~of~~ for  
10 the corrugated fin according to the present invention.

## DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENTS

[0027] Hereinafter, embodiments for realizing a corrugated fin of the present invention will be described based on the drawings.

15

### (First Embodiment)

[0028] First, a structure will be explained.

[0029] FIG. 1 is an explanatory view showing a part of a composite heat exchanger using a corrugated fin of a first embodiment. FIG. 2 is an enlarged view of the corrugated fin of the  
20 first embodiment. FIG. 3 is a schematic view showing a cross-section of the corrugated fin of the first embodiment.

[0030] As shown in FIG. 1 to FIG. 3, a composite heat exchanger 1 includes plural corrugated fins 2 respectively having a condenser portion 21; and a radiator portion 22, and tubes 3 arranged between these corrugated fins 2.

25 [0031] The first embodiment is an example of the corrugated fins 2 which are used for the composite heat exchanger 1, which comprises a condenser 5 and a radiator 6 arranged in a parallel relationship with each other and mounted in a motor vehicle.

[0032] ~~The~~ Each corrugated fin 2 is, as shown in FIG. 2, integrally formed of the condenser portion 21, corresponding to a first corrugated fin portion of the present invention; and  
30 used as ~~the~~ a corrugated fin of the condenser 5, and the radiator portion 22, corresponding to a



second corrugated fin portion of the present invention, and used as ~~the a~~ corrugated fin of the radiator 6.

[0033] Further, in FIG. 2, for the corrugated fin 2, ~~the a~~ fin width of the condenser portion 21 is denoted by LA, ~~the a~~ fin width of the radiator portion 22 is denoted by LB, a wave pitch is denoted by F, and a wave height is denoted by h. The fin width LB of the radiator portion 22 is larger than the fin width LA of the condenser portion 21.

[0034] The corrugated fin 2, with the condenser portion 21 and the radiator portion 22, is formed based on a long plate on which, first, a first louver 211 is formed at a predetermined pitch on ~~the a~~ condenser portion 21 of the long plate. The first louver 211 has a plurality of louver slats 211a formed by opening and raising a portion of the long plate corresponding to the fin width LA of the condenser portion 21, with the louver slats 211a being processed so as to be inclined ~~against~~ relative to the long plate at a predetermined inclination angle A.

[0035] In the first embodiment, the number of louver slats 211a of the first louver 211 formed on the condenser portion ~~21 of the long plate~~ is ~~16~~ sixteen, and the inclination angle A of the first louver slats 211a is 23°.

[0036] Meanwhile, a second louver 221 is formed at a predetermined pitch on ~~the a~~ radiator portion 22 of the long plate. The second louver 221 is formed by a plurality of louver slats 221a corresponding to the fin width LB of the radiator portion 22, with the louver slats being processed so as to be inclined ~~against~~ relative to the long plate at a predetermined inclination angle B.

[0037] In the first embodiment, the number of louver slats 221a of the second louver 221 formed on the radiator portion ~~22 of the long plate~~ is ~~27~~ twenty-seven, and the inclination angle B of the second louver slats 221a is 20°.

[0038] Further, the first and second louver slats 211a and 221a of the first and second ~~louver-louvers~~ 211 and 221 are inclined in different directions which oppose each other.

[0039] The plate on which the first and second louvers 211 and 221 are formed is corrugated by processing to thereby form the corrugated fin 2. Then, plural layers of these corrugated fins 2 are arranged between the tubes 3 to compose the composite heat exchanger 1.

[0040] Here, in manufacturing the corrugated fin 2, prevention of bending of the corrugated ~~fins-fin~~ 2 during formation of the corrugated ~~fins-fin~~ 2 is, if necessary, ~~carried out~~

- performed as follows.

[0041] The first and second louvers 211 and 221 formed on the condenser portion ~~21~~ and the radiator portion ~~22~~ of the ~~corrugated fin 2~~ long plate respectively have the different number of louver slats 211a and 221a to be ~~16~~ sixteen and ~~27~~ twenty-seven, which causes different residual stresses to remain at processed portions and in the vicinity thereof during processing of forming the louver slats 211a and 221a by opening and rising ~~the a~~ a corresponding portion of the long plate. However, on the corrugated fin 2 in the first embodiment, the second louver slats 221a of the second louver 221 of the radiator portion ~~22~~ of the long plate, which are formed ~~so to be as many as 27~~ as many as 27 twenty-seven, have a small inclination angle of 20° so as to make ~~the a~~ processed amount of raising the second louver slats 221a smaller than that of the first louver slats 211a of the first louver 211 of the condenser portion ~~21~~ of the long plate. The intensity of the residual stress per unit width is thus adjusted so that the sums of the respective residual stresses of the condenser portion ~~21~~ and the radiator portion ~~22~~ become approximately equal. This adjustment to the inclination angles of the first and second louver slats 211a and 221a can prevent the bending of ~~the an~~ an entire corrugated fin 2 during the above mentioned corrugating process thereafter.

[0042] After ~~the this~~ this louver processing step, as shown in FIG. 4, the corrugated fin 2 ~~in~~ of the first embodiment ~~are is~~ is passed through between rollers 41 of a corrugated fin correcting device 4, which has the plural rollers 41 at a predetermined pitch. Consequently, ~~the~~ corrugated fins 2 are obtained with high precision of linearity and the fin pitch is made to be a predetermined width so that ~~the each~~ each corrugated fin 2 can be precisely assembled to form the composite heat exchanger 1 thereafter.

[0043] On ~~the this~~ this thus formed corrugated fin 2, the inclination angle B of the second louver 221 of the radiator portion 22 is small; so ~~the~~ air flows smoothly even when the fin width LB of the radiator portion 22 is made larger, and thus ~~the a~~ a cooling performance can be improved without impairing ~~the an~~ an effect of making the fin width LB larger.

[0044] The corrugated fin 2 of the first embodiment can provide effects as listed below.

[0045] (1) The radiator portion 22 and the condenser portion 21 of ~~the~~ first and second corrugated ~~fin 2~~ fins 2, having two different fin widths, of ~~the a~~ a composite heat exchanger 1 for motor vehicles are formed integrally next to each other. The first and second louver slats 211a

and 221a are formed by performing an opening and rising process to have numbers of ~~16~~sixteen and ~~27~~twenty-seven, respectively, corresponding to the fin widths LA and LB on the condenser portion 21 and the radiator portion 22, the first louver slats 211a of the condenser portion 21 is made to be inclined at ~~the~~an inclination angle of 23°, the second louver slats 221a of the radiator portion 22 is made to be inclined at ~~the~~an inclination angle of 20°, and ~~the~~ inclination directions of the first and second louver slats 211a and 221a are made different opposing each other. ~~The bending~~ Bending of the entire corrugated fin 2 is prevented by making ~~the~~a processed amount per unit width of the second louver 221 on the radiator portion 22, having the larger fin width, smaller than ~~the~~a processed amount per unit width of the first louver 211 on the first condenser portion 21, having the smaller fin width. Consequently, the two portions 21 and 22 of the corrugated fin 2 can have the different fin widths LA and LB to thereby meet diversified demands for performance.

[0046] (2) On the condenser portion 21 and the radiator portion 22 having two different fin widths of the composite heat exchanger 1 for motor vehicles, the condenser portion 21 is inclined at the angle of 23° and the radiator portion 22 is inclined at the angle of 20°, and the angle of the second louver slats 221a of the radiator portion 22 having the larger fin width LB is made smaller than the angle of the first louver slats 211a of the condenser portion 22 having the smaller fin width LA, so that the two portions 21 and 22 are made to have inclination angles corresponding to the different fin widths LA and LB, thereby meeting ~~the~~ diversified demands for performance and improving heat exchange performance.

[0047] (4) For the condenser portion 21 of the corrugated fin 2 used for automotive condensers and the radiator portion 22 of the corrugated fin 2 used for automotive radiators, the inclination angles of the first and second louver slats 211a and 221a are set corresponding to the fin widths LA and LB for the condenser 5 and the radiator 6 of the composite heat exchanger 1, thereby corresponding to respective demands for cooling performance and to ~~the~~ diversified motor vehicles while reducing ~~the~~ cost.

#### (Second Embodiment)

[0048] In a second embodiment, as shown in FIG. 5, a condenser portion 21 corresponding to a first corrugated fin portion of the present invention has a fin width PA smaller

- than a fin width PB of a radiator portion 22 corresponding to a second corrugated fin portion of the present invention. The condenser portion 21 and the radiator portion 22 ~~has a~~ have first and second louvers 21 and 22, respectively. The first and second louvers 21 and 22 are formed with a first and second louver slats 211a and 221a, respectively. A pitch PB of the second louver slats 221a of the second louver 221 of the radiator portion 22 is ~~made~~ smaller than a pitch PA of a first louver slats 211a of the first louver 21 of the condenser portion 21.

[0049] Incidentally, ~~the~~ other structure is the same as that of the corrugated fins 2 of the first embodiment, so ~~the~~ an explanation thereof is omitted.

[0050] Here, prevention of bending of the corrugated fins 2 during formation of the corrugated fin 2 is, if necessary, ~~carried out~~ performed as follows.

[0051] By narrowing the pitch PB of the second louver slats 221a of the radiator portion 22 ~~than~~ relative to the pitch PA of the condenser portion 21, the corrugated fin 2 of the second embodiment reduces a processed amount of raising the second louver slats 221a to a predetermined inclination angle when forming the second louver 221 so as to equalize intensity of residual stress per unit width on the radiator portion 22, with intensity of residual stress per unit width remaining on the condenser portion 21, thereby preventing bending of the corrugated fin 2 during a corrugating step thereafter.

[0052] The corrugated fin 2 of the second embodiment can provide the following effects in addition to the effects (1) and (4) of the first embodiment.

[0053] (3) By narrowing the pitch PB between each second louver ~~slats~~ slat 221a of the second louver 221 of the radiator portion 22 having the fin width LB ~~larger~~ more than the fin width PA of the first louver slats 211a of the condenser portion 21, the two portions 21 and 22 of corrugated fin 2 can have different fin widths, thereby meeting diversified demands for performance.

[0054] Incidentally, a manufacturing method of the corrugated fin 2 to correct a bend of ~~the~~ an entire corrugated fin 2 thereafter will be explained.

[0055] When forming the corrugated fin 2, ~~the~~ a bend of the entire corrugated fin 2 generated during ~~the~~ corrugating processing is thereafter corrected using a corrugated fin correcting device 4 shown in FIG. 4 in such a manner that when the corrugated fin 2 is passed through between rollers 41 which ~~is~~ are arranged at a predetermined pitch and opposing each

- other, a circumferential speed of ~~the a~~ roller inside ~~the a~~ bending direction (a pitch F2 side shown in FIG. 6A) is made to be faster than that of ~~the an~~ opposing side (a pitch F1 side shown in FIG. 6A). Consequently, as shown in FIG. 6B, a pitch F21-F2 in a corrugated form inside the bending direction is ~~widen~~ widened to be substantially the same pitch as F1 to correct the entire bend, and the fin width F2 before ~~the~~ formation is 48 mm and the fin width F21-F2 after ~~the~~ formation is 47.5 mm. Incidentally, ~~the other effect~~ effect ~~effects~~ and structure are the same as those of the first embodiment, so ~~the an~~ explanation thereof is omitted.

[0056] The method thus used to correct the bend of the corrugated fin 2 can provide the following effects in addition to ~~the~~ effects (1) and (2) of the first embodiment.

- 10 [0057] (5) For a composite heat exchanger 1 for motor vehicles, the condenser portion 21 and the radiator portion 22 are integrally formed next to each other to have different fin widths, and ~~the a~~ bend of ~~the an~~ entire corrugated fin 2 during ~~the a~~ corrugating step is corrected thereafter by widening the wave pitch inside the bending direction to a predetermined width. Accordingly, ~~the~~ bending can be further corrected and minimized, and the two portions 21 and 22 of the corrugated fin 2 can have different fin widths, thereby meeting diversified demands for performance.

- [0058] Further, this corrugated fin 2 correcting device 4 used in combination with the first embodiment and the second embodiment can limit ~~the~~ bending of the corrugated fin 2 with high precision, which can thus contribute to efficient manufacturing during ~~the a~~ manufacturing step of ~~the~~ composite heat exchanger 1 thereafter, and to increase of ~~the~~ product precision of the composite heat exchanger 1.

- 25 [0059] As described above, the corrugated fin of the present invention ~~have~~ has been explained based on the first embodiment and the second embodiment. However, the specific structure is not limited to these examples, and modification or addition of design will be tolerated without departing from the gist of the invention according to the respective claims.

- [0060] For example, in the examples, the louvers are formed to be orthogonal to ~~the~~ air passing through the corrugated fin, but the louvers may be formed to have an angle relative to ~~the~~ air passing through the corrugated fin. In this case, ~~the a~~ condenser side and ~~the a~~ radiator side may have the same direction or a different direction, and may have the same angle or a different angle.

• [0061] Further, when changing ~~the~~a wave pitch of the corrugated fin, the corrugated fin is passed through between ~~the~~ rollers having a predetermined width in the examples, but the corrugated fin may be pressed to lower ~~the~~a wave height.

[0062] The entire contents of Japanese Patent Application 2002-309952 (filed Oct. 24,  
5 2002) are incorporated herein by reference.

[0063] The present embodiments are to be considered in all respects as illustrative and ~~no~~  
not restrictive, and all changes which come within the meaning and range of equivalency of the claims are therefore intended to be embraced therein. The invention may be embodied in other specific forms without departing from the spirit or essential characteristics thereof.

**ABSTRACT OF THE DISCLOSURE**

A corrugated fin for a composite heat exchanger for motor vehicles ~~include~~includes a condenser portion and a radiator portion. The radiator portion is larger in fin width than the condenser portion. The condenser portion and the radiator portion respectively have ~~respectively~~ first and second louvers formed corresponding to the fin widths. The first and second louvers respectively have first and second louver slats inclined in a direction which is different for each of the condenser portion and the radiator portion so as to oppose each other, and an inclination angle of the second louver slats is smaller than an inclination angle of the first louver slats.